

07-1647



State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

November 7, 2007

Dr. Matthew Seddon, Deputy State Historic Preservation Officer, and
Mr. Cory Jensen, National Register Coordinator and Architectural Historian
Utah Division of State History
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: Improvements to I-15 from South Payson (Utah County) to 12300 South (Salt Lake County), Project No. IM-NH-15-6(149)245E. **Determination of Eligibility and Finding of Effect (DOE/FOE) for Additional Properties Pertaining to the American Fork Main Street Interchange, and Addendum to Previous Findings of Effect.**

Dear Dr. Seddon and Mr. Jensen:

The Federal Highway Administration (FHWA), and the Utah Department of Transportation (UDOT) propose to undertake improvements from South Payson in Utah County to 12300 South in Salt Lake County. UDOT has made an effort to consider the effects of this undertaking on any historic or archaeological resources that could be eligible for the National Register of Historic Places (NRHP), and to afford the Utah State Historic Preservation Office (USHPO) an opportunity to comment on the undertaking, as outlined in Section 106 of the National Historic Preservation Act of 1966, as amended, and U.C.A. 9-8-404.

UDOT submitted a request for review of eligibility of and finding of effect on 88 historic properties and 15 archeological sites related to the subject project on September 21, 2007, and received a response from SHPO on October 16, 2007. UDOT is now evaluating additional design options for a reconfigured interchange at Main Street in American Fork, and as a result the study limits have expanded. UDOT seeks concurrence from SHPO on the eligibility of properties identified in the expanded study limits and the potential effect of the various options associated with the American Fork Main Street Interchange. The various options are described herein and are illustrated on the enclosed maps.

UDOT is also currently studying several alternatives for a new alignment, known as the "Connector," from the American Fork Main Street Interchange to SR-68

Received

NOV 8 - 2007

USHPO

(Redwood Road) to the west. The East-West Connector would pass through the communities of American Fork, Lehi and Saratoga Springs. The cultural resources report for the East-West Connector, prepared by SWCA Environmental Consultants, examines the architectural properties and archaeological sites that could potentially be affected by both projects. Ten of the thirty-six architectural properties and three of the archaeological for the East-West Connector are addressed in this request for concurrence on eligibility and effect. Please refer to the cultural resource report submitted for the East-West Connector for a description of the sites discussed in this document.

Architectural Resources

Determination of Eligibility for Architectural Resources in the Expanded Study Area
UDOT's Determinations of Eligibility for architectural properties are addressed below. All of the properties in Table 1 have been recently evaluated or are under current review for I-15, the East-West Connector and the Mountain View Corridor projects.

Table 1. Historic Buildings Documented within the I-15 Expanded Study Area.

Address	City	Approx. Date Built	Description	SHPO Rating/ Eligibility			
				Evaluation of Property in Amended I-15 DOEFOE	Evaluations in Previous and Ongoing Cultural Resource Studies		
					I-15	East-West Connector	Mountain View Corridor
57 N. 1020 W	American Fork	1960	Ranch/Rambler residence	A/Eligible under Criterion A & C		X	
35 N. 1020 W	American Fork	1960	Ranch/Rambler residence	B/Eligible under Criterion A & C		X	
1028 W. Main	American Fork	1935	Period Revival Style residence	B/Eligible under Criterion A	X	X	X
1041 W. Main	American Fork	1942	WWII-Era Cottage residence	C/Ineligible		X	
889 W. Main	American Fork	1948	Quonset hut used for sound wall business.	C/Ineligible	X		
7122 W. 7750 N.	American Fork	1955	Ranch/Rambler residence	B/Eligible under Criteria A		X	X
7086 W. 7750 N.	American Fork	1947	Early Ranch residence	C/Ineligible	X	X	X
6670 W. 7750 N.	American Fork	1955	Early Ranch residence	C/Ineligible	X	X	
8040 N. Mill Pond	Lehi	1920	Brick warehouse	B/Eligible under Criteria A		X	
7491 W. Millpond	Lehi	1955	Ranch Rambler residence	C/Ineligible		X	X
7505 W. Millpond	Lehi	1930	Residence of undetermined style	C/Ineligible		X	X

Eleven architectural properties are included in the table above. Four of these have already been included in the previous request for concurrence for the I-15 improvements. Out of the seven properties added to the study area pertaining to the American Fork Main Street interchange, one is rated as "A," three are rated as "B," and three are rated as "C." With the expansion of the study area for evaluation of the American Fork Main Street interchange, UDOT has evaluated a total of 95 architectural properties in the project area. In terms of SHPO ratings for eligibility to the National Register of Historic Places for the entire I-15 project, eleven buildings have been recommended as "A;" forty-five have been recommended as "B;" and the remaining thirty-nine buildings have been rated as "C."

The historic boundaries for the seven properties added to the study area consist of the legal boundary for the parcel of land on which the building is located. The exceptions include the following properties:

?8040 N. Millpond Road, Lehi: The boundaries for this property consist of the building only, as the surrounding land is non-contributing given current uses.

1100 W. Main Street, American Fork: The site boundaries for this property consist of the residence and the grassed/landscaped portions of the front and side yards.

Finding of Effect of Proposed American Fork Main Street Interchange on Architectural Properties in Expanded Study Area

UDOT is considering three options for the reconfigured interchange. The design for Option A is a diamond interchange, in which traffic would be directed to Main Street. All the improvements for Option A would be north of the existing Union Pacific Railroad line. Option B would be single-point urban interchange (SPUI), with a new roadway veering sharply to the southwest and continuing west along 7750 N. (known as 200 N. in Lehi). Traffic would be directed south of the rail line. Option C also consists of a SPUI design, in which traffic would be directed on a new road north of and parallel to the rail line, before crossing the rail line in a southwesterly direction about one-half mile west of I-15. Please refer to the enclosed maps for further detail.

Table 2. Finding of Effect on Architectural Properties in the Expanded Study Area

Site Number (Site Name)	Eligibility Determination	Option A Finding of Effect	Option B Finding of Effect	Option C Finding of Effect
57 N. 1020 W. American Fork	Eligible under criteria A	No Effect.	No Effect.	No Effect.
35 N. 1020 W.	Eligible under criteria A	Use of .015 acres of the 1-acre parcel; no impact to building. No Adverse Effect.	No Effect.	No Effect.
1028 W. Main	Eligible under criteria A	Use of 1.31 acres of the 18.7 acre parcel; no impact to building. No Adverse Effect.	No Effect.	No Effect.

889 W. Main	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
1041 W. Main	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
7110 W. 7150 N.	B/Eligible under Criteria A	No Effect.	Use of 1.58 acres of the 2.70 acre parcel; no impact to building and negligible impact to setting, feeling and association of property. No Adverse Effect.	No Effect.
7086 W. 7750 N.	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
6677 W. 7750 N.	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
8040 N. Millpond	B/Eligible under Criteria B	No Effect.	No Effect.	No Effect.
7491 W. Millpond	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
7505 W. Millpond	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected

Archaeological Resources in American Fork Main Street Expanded Study Area

Determinations of Eligibility

The cultural resources report for the East-West Connector (Ellis 2007) includes all of the archaeological resources that may be impacted by proposed reconstruction of the American Fork Main Street Interchange. These are represented in the figures included in this letter. There are three archaeological sites identified in the East-West Connector inventory which could be affected by one or more of the proposed interchange options. These three sites are the Denver and Rio Grande Western Railroad (42UT1125), 42UT1561 and 42UT1562.

Site 42UT1561 is an historic corral in an agricultural field, which may date to the 1930s. The corral includes a loading chute, three ramps, four feeding troughs, and a fence. The site lacks any other features or artifacts. The site cannot be associated with important historical people, and its construction uses common twentieth-century materials and reflects expedient, simple design. It has little potential for subsurface deposits, and is unlikely to yield information concerning 1930s building techniques. It is therefore determined that Site 42UT1561 does not meet any criteria for listing on the NRHP.

42UT1562 is an historic trash dump that may be associated with the city of American Fork. The site is extensive, and contains thousands of artifacts, which indicate a date

range ca. 1920-1955. There are multiple dumping mounds or refuse piles within the scatter, and there is likely a subsurface component to the site, which could not be documented during inventory. The site cannot be associated with particular events or people in the past, and does not represent any kind of architectural or engineering elements to suggest it was designed as part of a waste disposal system or process. As such the site is not eligible under criteria A, B or C. However the size and diversity of the site's artifact assemblage, coupled with likely subsurface deposits and a probable association with American Fork could contribute to a better understanding of local access to goods and economic conditions during the Great Depression and World War II. For these reasons Site 42UT1562 is determined eligible for nomination to the NRHP under criterion D.

The Denver and Rio Grande Western Railroad (42UT1125) has been recorded in the past, and the East-West Connector report documents two previously unrecorded segments. The site consists of the active railroad tracks and berm, with no historical features along any of the documented segments. The site has been previously determined eligible, and these contiguous segments retain enough integrity to be considered contributing elements.

Findings of Effect

The three options at American Fork Main Street have different potential effects on these archaeological sites. These are listed in Table 3, and addressed in detail below.

Table 3. Determinations of Eligibility and Finding of Effect on Archaeological Properties in the Expanded Study Area.

Site Number (Site Name)	Eligibility Determination	Option A Finding of Effect	Option B Finding of Effect	Option C Finding of Effect
42UT1125 (D&RGWRR)	Eligible under criteria A and C	No Adverse Effect. Option A includes a bridge to avoid the railroad.	No Adverse Effect. Option B proposes an at-grade crossing in one location (indicated by the red dot on Option B Figure), but will not alter any elements that contribute to the site's eligibility.	No Adverse Effect. Option C includes a bridge to avoid the railroad
42UT1561	Not eligible under any criteria	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
42UT1562	Eligible under criterion D	No Historic Properties Affected. Site located outside the area of potential effect.	No Historic Properties Affected. Site located outside the area of potential effect.	No Historic Properties Affected. Site located outside the area of potential effect.

All three options intersect Site 42UT1125 (D&RGWRR), but Options A and C propose to build an overpass for these crossings, and design plans avoid impacting the railroad line itself. For this reason, UDOT finds the project will have **No Adverse Effect** on this historic property under these two options. Option B proposes an at-grade crossing of the

railroad. Option B will not alter the railroad or diminish its historical integrity, and UDOT finds the project will have **No Adverse Effect** on this historic property under Option B as well.

Site 42UT1561 is not eligible for nomination to the National Register of Historic Places and therefore **No Historic Properties Affected** is the appropriate Finding of Effect for all options.

Site 42UT1562 is eligible, but will not be directly impacted by any of the three alternatives. It is close to the Area of Potential Effects, and is illustrated on the Option B image accompanying this DOE/FOE, because that option comes closest to the site. UDOT finds **No Historic Properties Affected** under any option for this site.

Amendments to Previous Findings of Effect

In a previous DOE/FOE (October 16, 2007) UDOT presented findings of effect for fifteen archaeological resources. Two of these include the Lake Bottom Canal (42UT1032) and the Utah Southern Railroad (42UT1029). Both properties were found to be adversely effected by the proposed reconstruction of I-15. Since that time, new information and design changes have altered the project's effect on these two resources.

The original DOE/FOE stated that two miles of the Lake Bottom Canal would be affected by reconstruction. In fact, the construction of Provo/Orem Options A, B, C, and D will actually impact approximately 1,550, 1,775, 1,000, and 400 linear feet, respectively, of the canal by widening existing culverts or by enclosing portions of the canal in the right-of-way. Therefore, approximately one-third of a mile in this seven-mile canal will be impacted, not two miles as originally described. Widening the existing culverts or enclosing portions of the canal would not alter as a whole. Therefore, I-15 reconstruction will have **No Adverse Effect** on the character-defining features of the site that contribute to its eligibility for listing on the NRHP under criterion A. .

The original DOE/FOE also stated that a portion of the Utah Southern Railroad at Point of the Mountain would be relocated by the project. It is now possible to describe the amount of impact in greater detail. I-15 crosses the rail line either at-grade or at grade-separated crossings in five locations, and in seven locations auxiliary roads cross the rail line. Based on construction of Provo/Orem Options A, B, C, and D, these crossings will affect 1,425, 1,150, 1,125, and 900 feet, respectively, of the rail line. In addition, 1,700 feet of the rail line near Point of the Mountain will be affected. Therefore, a maximum of 3,125 feet will be impacted by I-15 reconstruction. This represents a small portion of the entire site. Moreover, the particular sections within the APE have been improved, replacing much of the original construction material. Improving the existing crossings or constructing new crossings, at-grade or grade-separated, would not diminish the qualities that qualify the rail line for listing on the NRHP under Criterion A. The primary contributing elements of the rail line as a whole, will not be affected. Therefore, the project will result in **No Adverse Effect** on site 42UT1029.

The original DOE/FOE also stated that 1260 West 800 South in Orem will be adversely impacted by all four design options in the Provo-Orem area. Since that time, design plans have been able to avoid demolishing the building in two options, and have removed a planned detention basin from all options. As a result of these changes only Option A and Option C will result in an **Adverse Effect**. Options B and D will completely avoid the property and building, so there will be **No Effect** on this property if UDOT pursues either Option B or D.

Summary

The impact of the three options on architectural properties eligible for the National Register associated with the proposed American Fork Main Street Interchange is summarized below in Table 4.

Table 4. Summary of Effects on Eligible Architectural Properties in Expanded Study Area (American Fork Main Street Interchange).

Option	No Effect	No Adverse Effect	Adverse Effect
Option A	3	2	0
Option B	4	1	0
Option C	5	0	0

For archaeological properties, of the two additional archaeological sites identified in the expanded study area as potentially eligible for the National Register, UDOT finds No Effect for all of the options on Site 42UT1562, and that all of the options will have No Adverse Effect on Site 42UT1125.

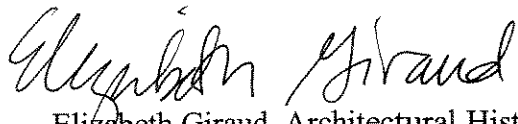
In the previous request for concurrence, UDOT found that the proposed improvements to I-15 would have an adverse effect because of the acquisition of 150 W. 300 S. and 360 W. 200 S., both in American Fork. The necessity for the acquisition of these sites has not changed. Regarding the previous finding of adverse effect for all options pertaining to the proposed improvements to 800 South in Orem, UDOT finds that an adverse effect on 1260 W. 800 S. would occur only if Options B or D are implemented. Despite recent efforts to avoid the Provo Viaduct, UDOT has determined that the proposed improvements to I-15 will require the removal of this bridge, thus causing an Adverse Effect to this property. Overall, UDOT finds that the proposed I-15 project will have an Adverse Effect.

Thank you for your review of this document, and if you have questions please contact us at (801) 227-8062 (jasonbright@utah.gov) or (801) 965-4917 (egiraud@utah.gov).

Respectfully,



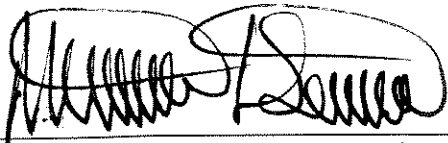
Jason Bright, NEPA/NHPA Specialist
UDOT Region 3 Environmental



Elizabeth Giraud, Architectural Historian
UDOT Central Environmental

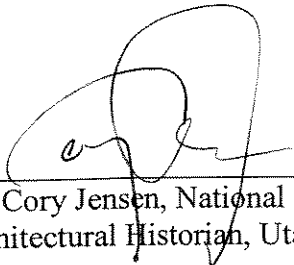
cc: Merrell Jolley/UDOT/R3

I concur with the amendments to determinations of eligibility and findings of effect for UDOT Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange in Utah County to 12300 South in Salt Lake County; and with an overall finding that the project will have an **Adverse Effect**; in accordance with Section 106 of the NHPA and U.C.A. 9-8-404.



Dr. Matthew Seddon, Deputy Utah SHPO

11/15/07
Date



Mr. Cory Jensen, National Register Coordinator and
Architectural Historian, Utah SHPO

11-15-07
Date